



REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantaregional.com

DATE: 10/1/2004

ARC REVIEW CODE: R409011

TO: Honorable Vernon Jones
ATTN TO: Jerry Chambers, Planning Manager, DeKalb County
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: DeKalb County

Name of Proposal: Gables Metropolitan III

Review Type: Development of Regional Impact

Date Opened: 9/1/2004

Date Closed: 10/1/2004

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the State.

Additional Comments: The project is centrally located within the Perimeter Center LCI study area and represents a rare opportunity for redevelopment in an important activity center; therefore, this development should meet or exceed the goals and policies set forth in the LCI plan as well as Regional Development Goals and Policies. Meadow Lane is an important pedestrian connection because of possible future linkages. The site plan should reflect better pedestrian and bike connections, and better building frontage along Meadow Lane. The new planned TOD ordinance will describe detailed specifications for streetscapes, including sidewalks, street trees, and street lights. It is strongly recommended the proposed development improve the streetscape surrounding the development to meet the standards set forth in the planned TOD ordinance. This includes providing a 10' minimum sidewalk and 5' minimum landscape buffer and trees at 40' distances in a 5' x 5' planting area along Perimeter Center North and Meadow Lane. Along Ashford Dunwoody, provide a 8' minimum sidewalk and trees at 40' distances. Internal streets should provide a 6' minimum sidewalk. Provide on-street bike paths on Ashford Dunwoody and Meadow Lane. Decreased setbacks should be sought along Perimeter Center North and Meadow Lane, which have been designated as pedestrian corridors in the LCI study. Fifty foot setbacks are deemed unnecessary along these streets. Minimal setbacks on pedestrian corridors will encourage an active street. Additional landscape buffers are acceptable and encouraged along Ashford Dunwoody due to its high volume.

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GWINNETT COUNTY
CITY OF CHAMBLEE
PERIMETER COMMUNITY IMPROVEMENT DISTRICT

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
DEKALB COUNTY SCHOOLS
CITY OF ATLANTA
CITY OF ROSWELL

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
METRO ATLANTA RAPID TRANSIT AUTHORITY
FULTON COUNTY
CITY OF DORAVILLE
CITY OF NORCROSS

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

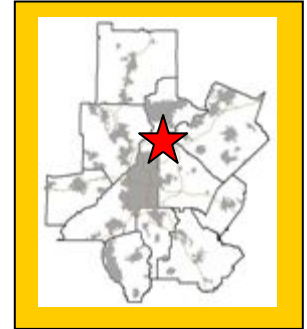
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .

Preliminary Report:	Sept. 1, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Gables Metropolitan III #617
Final Report Due:	October 1, 2004		Comments Due By:	Sept. 15, 2004

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

The Gables Metropolitan III development is a 417 unit apartment complex proposed along Perimeter Center North in the Perimeter Center Livable Centers Study Area in unincorporated DeKalb County. Development of this site will require demolition of an existing office building. There will be 794 parking spaces on site.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for June 2006.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned O-I (office- institutional), and does not require rezoning to develop the site. DeKalb County's Land Use Map designates this site as OMX (office/mixed use) and no changes to the Land Use Category are being sought.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

No inconsistencies were identified.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

No inconsistencies were identified.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Yes, the proposed development would increase the need for services in the area for existing and future residents.

What other major development projects are planned near the proposed project?

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The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within a mile radius of the proposed project.

YEAR	NAME	YEAR	NAME
2003	PERIMETER CENTER	1988	HAMMOND VENTURE
2003	211 PERIMETER CENTER	1987	LAKESIDE COMMONS
2002	PERIMETER TOWN CENTER	1987	NORTHPARK TOWN CENTER
2000	NORTHPARK MUD	1987	POTOMAC HILLS-REVISED
1999	CENTRAL PARK TOWN CENTER	1987	PALISADES PHASE IV
1997	GOLD KIST	1986	LAKESIDE CONCOURSE
1990	CROWNE POINT	1986	PERIMETER WEST
1989	HAMMOND CENTER	1985	REMINGTON PARK
1988	CRESTLINE-REVISED	1985	DUNWOODY SPRINGS OFFICE CTR II
1988	CENTRAL PARK-REVISED	1984	POTOMAC HILLS
1988	1117 PERIMETER CTR WEST-REVISED	1984	CRESTLINE

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, there is currently an existing office building, approximately 100,000 square feet in size, on the site. The building is in the process of being vacated by all tenants. The only remaining tenant is the Fireman's Fund and they will be relocated by November 2004. Demolition will be required of the existing office building.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

The project is centrally located within the Perimeter Center LCI study area and represents a rare opportunity for redevelopment in an important activity center; therefore, this development should meet or exceed the goals and policies set forth in the LCI plan as well as Regional Development Goals and Policies.

According to the Perimeter LCI Study, this area was identified as an area susceptible to change and part of the transitional zone, which provides for the transition from the more urbanized areas at Perimeter Center to the single family residential neighborhoods surrounding the study area. Currently the land use surrounding the proposed development can be characterized as a mix of low density office buildings, a growing number of garden style apartments, and auto oriented retail developments. There is a significant amount of underutilized land and surface parking.

The framework plan for the transitional zone includes increasing the supply of housing, protecting single family neighborhoods, creating buffers between land uses, and creating neighborhood amenities

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between neighborhoods, such as bicycle and pedestrian trails. It is a zone designated for primarily medium density residential and low density office, minimal retail development, community facilities, active recreation space, buffers between non compatible land uses, new residential streets, improved pedestrian circulation, and minimal cut through traffic in residential areas.

It does propose a higher and better use of the land in this transitional zone that is consistent with the Perimeter LCI Study. However, modifications to the site plan can further help the implementation of the LCI Study and meet the goals of the Regional Development Policies. Comments received during the review support the addition of new housing east of Ashford Dunwoody as it helps to create a mixed use center in Perimeter. However, the following improvements are suggested that are consistent with the planned TOD ordinance and the adopted Perimeter Public Space Standards:

- Meadow Lane is an important pedestrian connection because of possible future linkages to the I-285 Bus Rapid Transit Station in Ravinia. The site plan should reflect better pedestrian and bike connections and better building frontage along Meadow Lane. It is recommended that, in order to create a continuous street frontage along Meadow Lane, the curvilinear entrance into the parking deck on Meadow Lane be modified to be perpendicular with Meadow Lane.
- The new planned TOD ordinance will describe detailed specifications for streetscapes, including sidewalks, street trees, and street lights. It is strongly recommended that the proposed development improve the streetscape surrounding the development to meet the standards set forth in the proposed TOD ordinance. This includes providing a 10' minimum sidewalk and 5' minimum landscape buffer and trees at 40' distances in a 5' x 5' planting area along Perimeter Center North and Meadow Lane. Along Ashford Dunwoody, provide a 8' minimum sidewalk and trees at 40' distances. Internal streets should provide a 6' minimum sidewalk. Provide on street bike paths on Ashford Dunwoody and Meadow Lane.
- Decreased setbacks should be sought along Perimeter Center North and Meadow Lane, which have been designated as pedestrian corridors in the LCI study. Fifty foot setbacks are deemed unnecessary along these streets. Minimal setbacks on pedestrian corridors will encourage an active street. Additional landscape buffers are acceptable and encouraged along Ashford Dunwoody due to its high volume.

Incorporating these improvements into the site plan allow the development to meet the goals of the Perimeter LCI as well as many of the ARC's Regional Development Policies. The proposed development is located in a regional center and should meet RDP Policies 1-4. Perimeter Center has a severe jobs to housing imbalance (9.65 JPH in 2000). Typically, to be balanced an area should have 1.5 jobs per household (JPH). This proposed development helps to rectify some of this imbalance by providing opportunities for individuals to live and work in close proximity to one another. The Perimeter Center area is home to several large office developments, claiming approximately 24 million square feet of office space, and home to a significant amount of retail, over 1.5 million square feet of retail development. According to information submitted with the review, it is expected that 100% of the proposed development's residents will be able to find employment within six miles of the site, given the diverse employment opportunities and salaries earned by each segment of the employee population.

The development should also consider safety and provide adequate lighting on and surrounding the site to the standards that will be required in the planned TOD ordinance. This will contribute to pedestrian

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safety and comfort. Convenient pedestrian and bicycle access should be provided to the retail shopping within half a mile of the development. This includes the Wal-Mart shopping center, Perimeter Mall, and Perimeter Place Retail, currently under construction. Providing the opportunity for pedestrians and bicyclists to access the convenience shopping safely will help to reduce automobile trips in the area.

Although open space is provided throughout the development, it should be planned in accordance with the larger greenway system that is proposed in the Study for this zone that will help create a sense of place for the area. Open space connections should be applied where possible.

Intersection improvements were designated in the Study including: Perimeter Center West @ Ashford Dunwoody Road, Ashford Dunwoody Road @ Perimeter Center East, Perimeter Center North @ Ashford Dunwoody Road. These improvements include new pedestrian crosswalk signals, crosswalk realignment and enhancements, special pavement, pedestrian lighting, shelters, and street trees. Where applicable, the proposed development should meet the design standards set forth with these improvements to create a cohesive look and feel for the area.

In conclusion, the developer should consult with Perimeter Community Improvement District and should review the Perimeter LCI Study that can be found on ARC's website under Quality Growth.

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PRELIMINARY REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.
2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.
3. Increase opportunities for mixed-use development, infill and redevelopment.
4. Increase transportation choices and transit-oriented development (TOD).
5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.
6. Preserve and enhance existing residential neighborhoods.
7. Advance sustainable greenfield development.
8. Protect environmentally sensitive areas.
9. Create a regional network of greenspace that connects across jurisdictional boundaries.
10. Preserve existing rural character.
11. Preserve historic resources.
12. Inform and involve the public in planning at regional, local and neighborhood levels.
13. Coordinate local policies and regulations to support the RDP.
14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

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Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate “big box” stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

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Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The project is located in DeKalb County, bounded by Ashford Dunwoody Road, Perimeter Center North, and Meadow Lane Road.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The proposed development is entirely within DeKalb County's jurisdiction; however, it is less than a mile from the Fulton County to the west.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

None were identified.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is \$30 million. Expected annual local tax revenues were not submitted for the review.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

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The proposed development will increase housing opportunities in the area. The proposed development will provide opportunities to live and work within a six mile radius of the development.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Stream Buffers

There appear to be no streams on or near the property.

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development has been estimated by ARC. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on the results of regional stormwater monitoring data from the Atlanta Region. Higher levels of impervious surface than estimated will result in more runoff and higher levels of pollutants. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Townhouse/Apartment	9.98	10.48	106.89	668.90	6037.90	7.58	1.40
TOTAL	9.98	10.48	106.89	668.90	6037.90	7.58	1.40

Total percent impervious surface: 48%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

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Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE Transportation

Georgia Regional Transportation Authority Review Findings

Full movement access points will be provided at one location on Perimeter Center North and another location at Meadow Lane Road. A right-in/right-out access point along Ashford Dunwoody Road with restricted access for emergency vehicles will be provided. Access on Meadow Lane Road will align with access points to Gables Metropolitan Phases I and II.

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

URS Corporation performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Apartments 417 units	42	166	208	161	86	247	2,657
TOTAL NEW TRIPS	42	166	208	161	86	247	2,657

What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

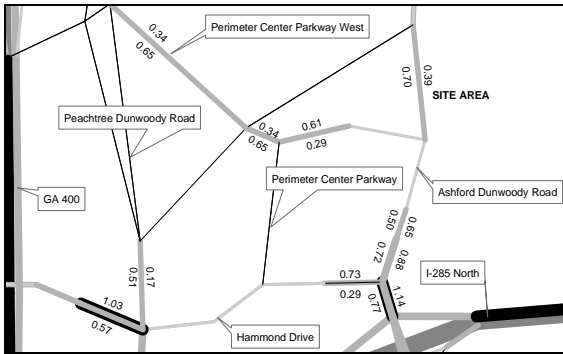
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. As a V/C ratio reaches

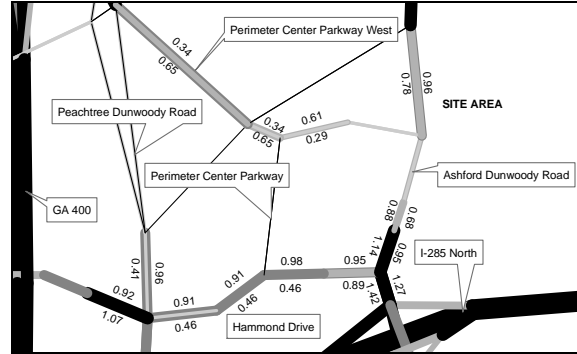
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0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

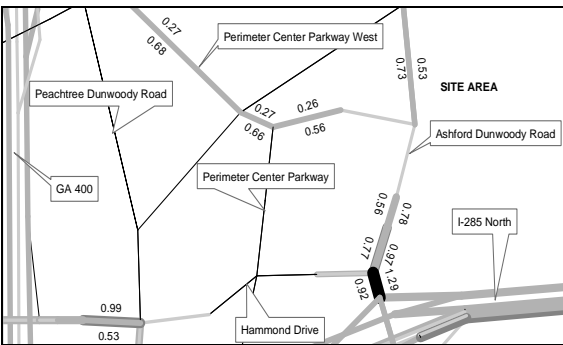
V/C Ratios



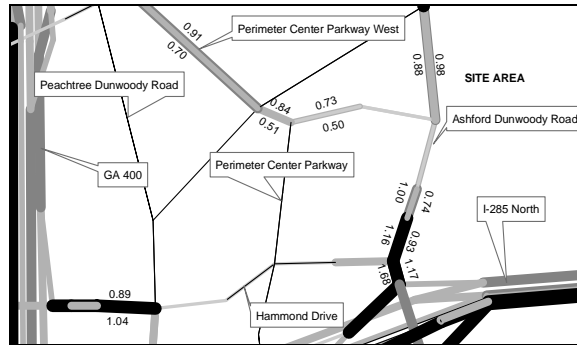
2005 AM Peak



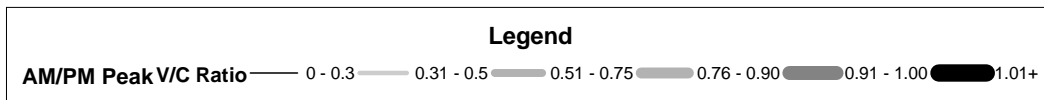
2005 PM Peak



2025 AM Peak



2025 PM Peak



For the V/C ratio table, the data is based on 2005, 2010 and 2025 A.M./P.M. peak volume data generated from ARC's travel demand model for the 2025 RTP Limited Update and FY 2003-2005 TIP, adopted in October 2002. The demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of these improvements (long or short range or other)?

2003-2005 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR 241	I-285 North - ITS and Ramp Meters	Roadway Operations	2006
AR 256	Perimeter Area Shuttle Facilities and Enhancements	Transit Facilities	2007
AR 336A	I-285 North HOV, Phase I From I-75 North to I-85 North	HOV Lanes	2010
DK 215A, B	Perimeter Center Pkwy Extension from Hammond Dr to Lake Hearn Dr.	Roadway Capacity	2007
DK 300	Ashford-Dunwoody at Perimeter Center North	Roadway Operations	2006
DK-022B & C	Ashford Dunwoody Road (Includes Turn Lane) at Nancy Creek	Bridge Upgrade	2004
DK 301, 305	Ashford Dunwoody Road	Roadway Operations	2005
DK 309	Perimeter Center West at the Bell South entrance	Roadway Operations	2006
DK 310	Perimeter Center West at the Perimeter Mall entrance	Roadway Operations	2006
DK 311	Perimeter Center West at Meadow Lane	Roadway Operations	2006
DK-314	Ashford Dunwoody Road at Ravinia Drive	Roadway Operations	2006
DK 315	Hammond Dr. at Perimeter Mall entrance	Roadway Operations	2005
DK-318A	Perimeter Center Sidewalks East of Ashford Dunwoody Road	Pedestrian Facility	2006
DK 318B	Perimeter Center area sidewalks west of Ashford-Dunwoody	Pedestrian Facility	2006
DK 323	Perimeter Center West streetscaping from Mt. Vernon Hwy to Ashford-Dunwoody Rd.	Pedestrian Facility	2007
DK AR 219	I-285 North from SR 400 to Chamblee-Dunwoody Road	Interchange Capacity	2007
DK-AR-BP038	Perimeter Area – Sidewalks Around Dunwoody MARTA Station	Pedestrian Facility	2003

2025 RTP Limited Update*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
DK-022	Ashford Dunwoody Rd from I-285 to SR 141	Multi-Use Facility	2010
DK 217	Hammond Dr from Ashford-Dunwoody Rd to Fulton County Line	Roadway Capacity	2010
DK-301	Ashford Dunwoody Road at Perimeter Summit Parkway	Roadway Operations	2006
DK-302	Ashford Dunwoody Road at Ashford Green	Roadway Operations	2006
DK-303	Ashford Dunwoody Road at Ashford Parkway	Roadway Operations	2006
DK-304	Ashford Dunwoody Road at Ashford Parkway (South)	Roadway Operations	2006
DK-305	Ashford Dunwoody Road at Lake Hearn Drive	Roadway Operations	2006
DK-306	Ashford Dunwoody Road at Mt. Vernon Highway	Roadway Operations	2006
DK 307	Perimeter Center Pkwy. at Perimeter Mall entrance	Interchange Improvements	2006
DK 308	Perimeter Center West at Perimeter Center Pkwy.	Roadway Operations	2006
DK-312	Ashford Dunwoody Road at Ashford Green	Roadway Operations	2006
DK-313	Ashford Dunwoody Road at Ashford Gables	Roadway Operations	2006
DK 316	Perimeter Center Pkwy. streetscape	Pedestrian	2007
DK 317	Perimeter Center area Sidewalks south of I-285 North	Bike/Ped	2006
DK-322	Perimeter Center Area Wayfinding Signage	Other	2006
DK-AR 231	Perimeter Center Pkwy Nodal Transitscape [LCI: FY '04]	LCI Program	2005

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**The ARC Board adopted the 2025 RTP Limited Update and FY 2003-2005 TIP in October 2002. USDOT approved in January 2003*

Impacts of Gables Metropolitan III: What are the recommended transportation improvements based on the traffic study done by the applicant?

According to the findings, there will be some capacity deficiencies as a result of future year **background** and **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

Ashford Dunwoody Road and Perimeter Center West

- Modify right turn signal phasing on eastbound and westbound approaches from permissive to permissive plus overlap.

Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?

Although not within a quarter-mile distance of the proposed project, the closest MARTA Rail Stations are Dunwoody to the southwest of the proposed site and Sandy Springs to the west of the site.

Is the site served by transit? If so, describe type and level of service.

The site is serviced by MARTA bus service. Route 150 – Perimeter East/North River route stops at Perimeter Center East and Ashford Dunwoody Road. The route also offers service to the Dunwoody MARTA Rail Station. Headways are at 40 minutes daily.

Are there plans to provide or expand transit service in the vicinity of the proposed project?

GRTA Xpress bus route 428 is proposed to offer service between the Perimeter Center area and Southeast DeKalb at the Panola Road park and ride lot. In future years, the I-285 BRT will be in place allowing easy access from Perimeter Center to either the Cumberland or the Doraville area.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

There were none proposed by the developer. However, the proposed site is located within the area covered by the Perimeter Transportation Coalition TMA.

What transportation demand management strategies does the developer propose (carpool, flextime, transit subsidy, etc.)?

The development **PASSES** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	6%	6%
	3%	3%

Preliminary Report:	Sept. 1, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Gables Metropolitan III #617
Final Report Due:	October 1, 2004		Comments Due By:	Sept. 15, 2004

TMA and Parking Management/supply restrictions Program	5%	5%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		19%

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

Gables Metropolitan III will be a positive addition to the dense office and commercial area of Perimeter Center. The current lack of housing within this specific area does not encourage a live/work environment nor enable the reduction of vehicle miles traveled. The proposed development's location is ideal if a safe pedestrian environment is provided which will encourage walkability within the area. Measures to mitigate congestion are highly encouraged.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.087 MGD.

Which facility will treat wastewater from the project?

R.M Clayton will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

The capacity of R.M. Clayton Site is listed below:

PERMITTED CAPACITY MMF, MGD¹	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
No Flow Limit	122	99	120	2	None. Plan before EPD to permit plant at design capacity consistent with draft Chattahoochee River Model.	Existing Consent Decree with the U.S. EPA and Georgia EPD require CSO and SSO improvements throughout the City of Atlanta wastewater system by 2007 and 2014, respectively.

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

¹ Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

Preliminary Report:	Sept. 1, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Gables Metropolitan III #617
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INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.1 MGD based on regional averages.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE

Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review tons of solid waste per year and the waste will be disposed of in DeKalb County.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.

INFRASTRUCTURE

Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- Levels of governmental services?
- Administrative facilities?
- Schools?
- Libraries or cultural facilities?
- Fire, police, or EMS?

Preliminary Report:	Sept. 1, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Gables Metropolitan III #617
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- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

The North DeKalb Police Precinct and DeKalb County Fire Station 21 are both less than a mile from the site. Chamblee Middle School is approximately just over a mile from the site, as well as Nancy Creek Elementary School

HOUSING

Will the proposed project create a demand for additional housing?

The proposed development will not create a demand for additional housing; however, Perimeter Center has a severe jobs to housing imbalance (9.65 JPH in 2000). Typically, to be balanced an area should have 1.5 jobs per household (JPH). This proposed development helps to rectify some of this imbalance by providing opportunities for individuals to live and work in close proximity to one another; however additional housing is needed in the area to continue to improve this imbalance.

Will the proposed project provide housing opportunities close to existing employment centers?

Yes, once developed, this project will provide housing opportunities for existing employment centers as well as providing opportunities for individuals to live and work within close proximity to one another.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tract 212.07. This tract had a 7.8 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 29 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

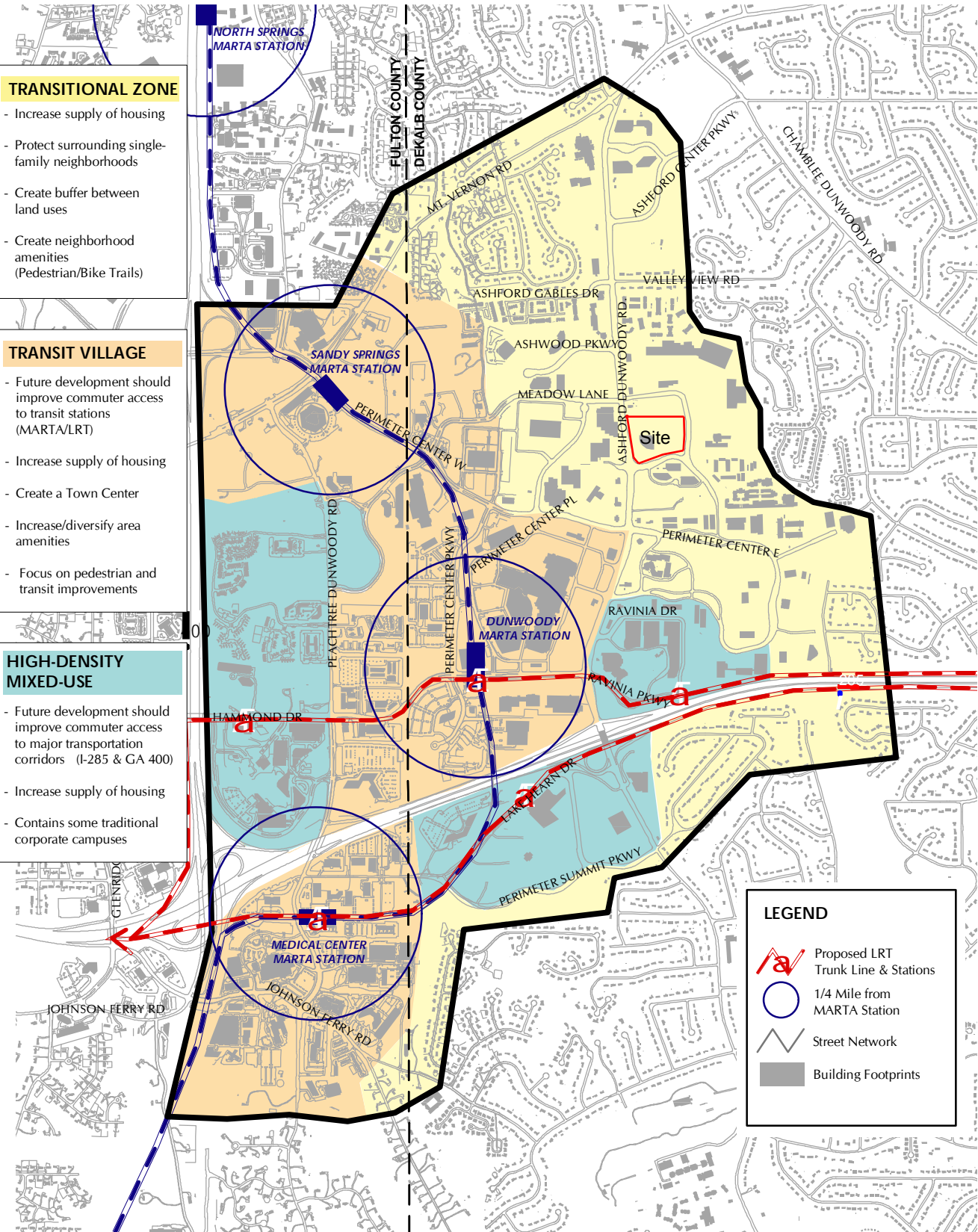
* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.



Perimeter Community Improvement District
Atlanta Regional Commission
DeKalb County
Fulton County

PERIMETER Focus:

Envisioning A New Atlanta CENTER



FRAMEWORK PLAN

URBAN COLLAGE, INC.
URS
Robert Charles Lesser & Co.

November 2001

MEMORANDUM

To: Ann Miller, Project Manager PCID
From: Trupti Kalbag, Associate, Urban Collage, Inc.
Date: September 29, 2004
Re: Gables Metropolitan III Project

In response to your request, this memorandum summarizes our review of the Gables Metropolitan III project and we appreciate the opportunity to provide input. Overall we would strongly support the urban nature of the proposed development with the exception of setbacks. We also believe the addition of new housing particularly east of Ashford Dunwoody strongly supports the creation of a true mixed-use center in Perimeter. While we strongly support the project, we would suggest the following improvements consistent with the planned TOD ordinance and the adopted Perimeter Public Space Standards.

- The updated LCI plan recommends Meadow Lane as an important pedestrian connection as it would potentially link to the I-285 BRT Station in Ravinia. So we would like the site plan to have better pedestrian/bike connections and building frontage on Meadow Lane.
- Streetscape improvements on Meadow Lane, Perimeter Center North, etc. are very important. Detailed specifications are described the Streetscape Improvements Section below. Items 1-3 (sidewalks, street trees and street lights) will be required in the new TOD ordinance once adopted. We therefore would request these improvements be made if possible.
- The 50' set-backs are unnecessary on Perimeter Center North and Meadow Lane. We are encouraging active street frontages and minimal setbacks on major pedestrian corridors. We accept the need for additional landscape buffers facing Ashford Dunwoody due to its high volume.
- We are encouraging continuous street frontage on pedestrian corridors such as Meadow Lane. We therefore would request modifying the existing curvilinear entrance to the parking deck on Meadow Lane to be perpendicular with Meadow Lane.
- As a policy we support the creation of a more fine-grained street network including the provision of new mid-block streets in many locations. Our general policy is to create blocks of no more than 600 foot frontages. The block frontages on this project meet our policy.

Streetscape Improvements:

1. Pedestrian Facilities recommendations based on Perimeter Public Space Standards:

Perimeter Center North and Meadow Lane:

- Provide a 10' minimum sidewalk and 5' minimum landscape buffer/furniture zone.
- Provide any of the following trees at 40' distance in a 5'X 5' planting area - Chinese Elm, Zelkova, (Autumalis Cherry, Okame Cherry, or Redbud under overhead utility lines).
- Provide shrubs in planting strips/landscape buffers - including but not limited to Daylilies, Otto Luyken, Carissa Holly and Monkey Grass.

Ashford Dunwoody Road:

- Provide a 8' minimum sidewalk
- Provide the following trees at 40' distance in a 5' X 5' planting area -Willow Oaks (Fringetree under utility lines)

Internal streets:

- Provide a 6' minimum sidewalk

2. Provide on-street Bike paths on Ashford Dunwoody, and Meadow Lane (minimum 4')

3. Provide following type of street lights on Ashford Dunwoody Road, Perimeter Center North, Meadow Lane and internal streets:

Lighting		
1. Pedestrian light		
Elements	Standards	Color
a. Luminaire	Franklin Square. Mfg: Spring City Elec. Mfg. Co (or equal)	Dark Green
b. Pole	North Hampton Aluminum. 4" round. 10' aluminum pole. Mfg: Spring City Elec. Mfg. Co (or equal)	Dark Green
c. Decorative Base	Mfg: Spring City Elec. Mfg. Co. (or equal) PCID logo.	Dark Green
2. Street Lights		
a. Mounting Arm	Coral Way Single. Mfg: Spring City Elec. Mfg. Co (or equal)	Dark Green
b. Luminaire	LCLS-DGR Prismatic Glass. Mfg: Sun Valley Lighting (or equal)	Dark Green
c. Pole	North Hampton 20" Steel. Mfg: Spring City Elec. Mfg. Co (or equal)	Dark Green
d. Attachment	Two (2) 37" width banner arms. Mount 8'-3" apart on sidewalk side of pole	Dark Green

4. If the new development requires new traffic signals - PCIDs would be willing to work with the developer to upgrade planned signals to our decorative standards as follows:

Traffic Pole	Mfg: Valmont (or equal) - with PCID logo	
e. Decorative Base	Mfg: Spring City Elec. Mfg. Co (or equal)- with PCID logo	Dark Green
f. Street Sign	Height: 19". Width: 48"/72"/96" Manufacturer: Southern Manufacturing (or equal)	LED Illuminated

5. If the new development plans to install additional street furniture, we would suggest the following standards:

Bicycle racks	Landscape Forms (or equal) Pi Rack embedded. Finish Grotto Powdercoat
	Columbia Cascade (or equal) Cycloops, 2170-7-C embedded. Finish: Black Powdercoat
Bollards	DG5 Urban Accessories (or equal) Finish: Raw Cast Grey Iron
Bus Shelter Canopy	Landscape Forms (or equal) Kaleidoscope 2-post straight offset canopy with solid panels
Bus Shelter Seating	Landscape Forms (or equal) Presidio seating with backs. Finish: Grotto Powdercoat
Benches	Landscape forms (or equal) Presidio Collection PD3001-BS-22, Finish: Grotto Powdercoat
Planters	Landscape Forms (or equal) Rosa Planter 42", 36", 30" or 24" diameter. Polyethylene Free-standing Color: Millstone.
Trash Receptacle	Presidio Collection PD5001-26-30. Surface mount Finish: Grotto Powdercoat
Tree Grate	Urban Accessories (or equal) Eco 4' x 4' square. Finish: Raw Cast Iron PCID Logo

Your DRI ID NUMBER for this submission is: **617**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 7/14/2004 3:05:24 PM

DEVELOPMENT OF REGIONAL IMPACT

DeKalb County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	DeKalb County
*Individual completing form and Mailing Address:	Jerry Chambers, Planning Mgr. 1300 Commerce Drive, Suite 303 Decatur, GA 30030
Telephone:	4040-371-2365
Fax:	
E-mail (only one):	gfchambe@co.dekalb.ga.us

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project:		Gables Metropolitan III
Development Type	Description of Project	Thresholds
Housing	removal of 100K s.f. of office to develop 426 multi-family residential units.	View Thresholds
Developer / Applicant and Mailing Address:		Gables Residential Trust 2859 Paces Ferry Road, Suite 145 Atlanta, GA 30309
Telephone:		770-436-4600
Fax:		770-435-7434
Email:		
Name of property owner(s) if different from developer/applicant:		
Provide Land-Lot-District Number:		18-350
What are the principal streets or roads providing vehicular access to the site?		Meadow Lane Perimeter Center North
Provide name of nearest street(s) or intersection:		Ashford Dunwoody at Perimeter Center North
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):		/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):		
Is the proposed project entirely located within your local government's jurisdiction?		Y
If yes, how close is the boundary of the nearest other local government?		

If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Other UDP
What is the name of the water supplier for this site?	
What is the name of the wastewater treatment supplier for this site?	RM Clayton WW&P
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: June 2006

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
If no, does the local government intend to amend the plan/map to account for this development?	N
If amendments are needed, when will the plan/map be amended?	

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	N
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	
Other (Please Describe):	

Submitted on: 8/26/2004 5:00:16 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	DeKalb County
Individual completing form:	Jerry Chambers
Telephone:	4-4-371-2013
Fax:	
Email (only one):	gfchambe@co.dekalb.ga.us

Proposed Project Information

Name of Proposed Project:	Gables Metropolitan III
DRI ID Number:	617
Developer/Applicant:	Gables Residential Trust
Telephone:	
Fax:	
Email(s):	

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	N
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	\$30 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc): I. 100,000 s.f. office	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	DeKalb County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.1 mgd
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below: N/A	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	City of Atlanta-RM Clayton
--	----------------------------

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.087 mgd
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below: N/A	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	N/A

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	Peak hour - 247/daily-2657
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: Minor signal timing changes - see report	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	6 tons
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below: N/A	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

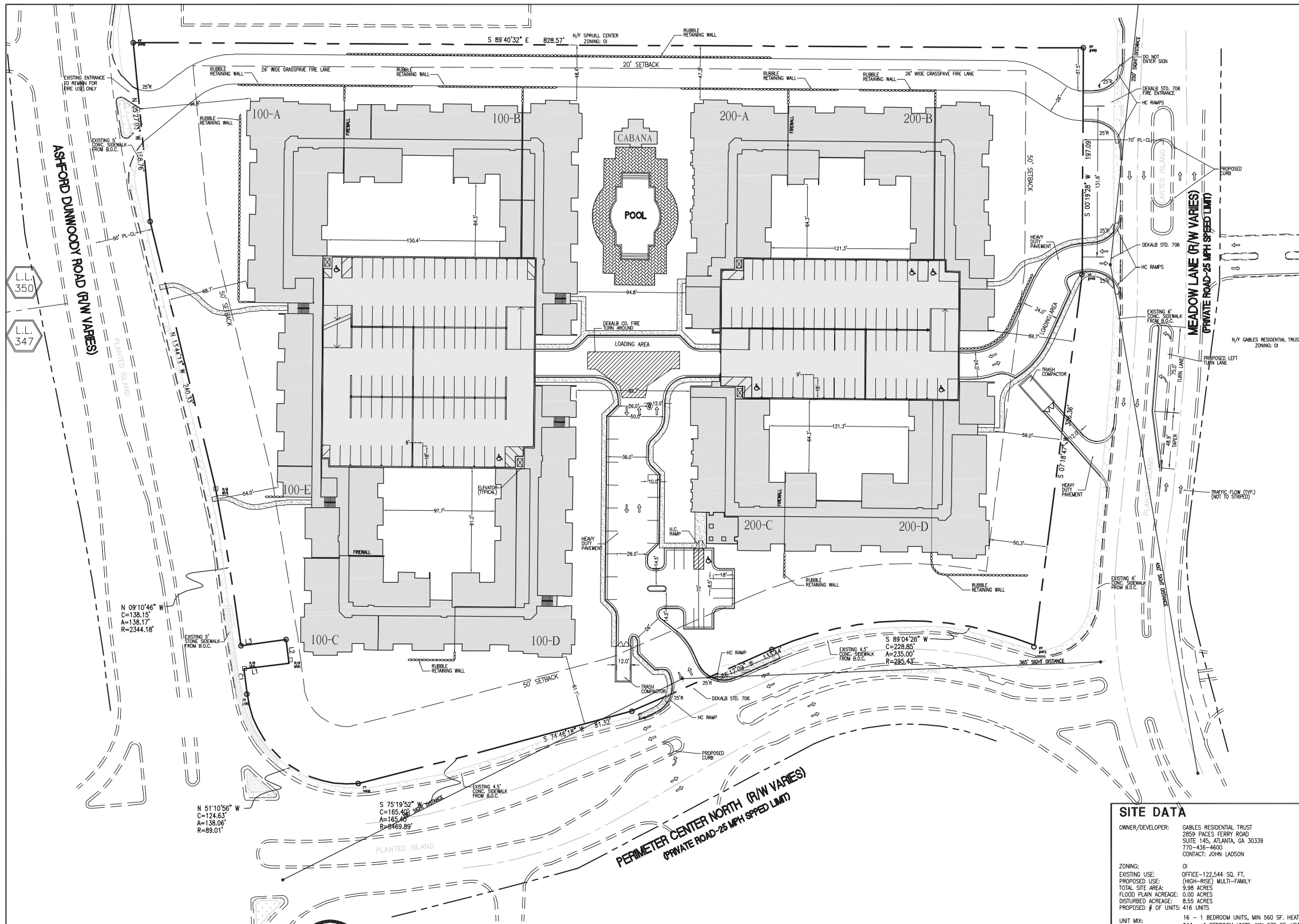
Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	35%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Nancy Creek	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: fire lane is to be grass pavement. Storm water detention and water quality treatment system will be constructed and maintained.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	

Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	



GRAPHIC SCALE
(IN FEET)
1 inch = 40 ft.

CAUTION
THE UTILITIES SHOWN HEREON ARE FOR THE CONTRACTOR'S CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL UTILITIES WITHIN THE LIMITS OF THE WORK. ALL DAMAGE MADE TO EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

LINE TABLE		
LINE	LENGTH	BEARING
L1	39.50	N82°47'15"E
L2	20.78	N07°26'09"W
L3	39.50	S82°20'15"W
CURVE TABLE		
CURVE	LENGTH	RADIUS
C1	21.95	32000.00

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SITE DATA	
OWNER/DEVELOPER:	GABLES RESIDENTIAL TRUST 2859 PACES FERRY ROAD SUITE 145, ATLANTA, GA 30339 770-436-4600 CONTACT: JOHN LADSON
ZONING:	O1
EXISTING USE:	OFFICE-122,544 SQ. FT.
PROPOSED USE:	(HIGH-RISE) MULTI-FAMILY
TOTAL SITE AREA:	9.98 ACRES
FLOOD PLAIN ACREAGE:	0.00 ACRES
DISTURBED ACREAGE:	8.95 ACRES
PROPOSED # OF UNITS:	416 UNITS
UNIT MIX:	16 - 1 BEDROOM UNITS, MIN 560 SF. HEATED AREA EACH (6.15% OF 1 BEDROOM UNITS) 244 - 1 BEDROOM UNITS, MIN 679 SF. HEATED AREA EACH 124 - 2 BEDROOM UNITS, MIN 1,106 SF. HEATED AREA EACH 32 - 3 BEDROOM UNITS, MIN 1,630 SF. HEATED AREA EACH
BUILDING HEIGHT:	RESIDENTIAL BUILDINGS ALL HAVE A FIVE STORY COMPONENT. NO BUILDING HEIGHT EXCEEDS 70 FEET.
PARKING PROVIDED:	STANDARD PARKING: 11 SPACES (INCL. 1 HC SPACE) PARALLEL PARKING: 11 SPACES DECK 100: 324 SPACES DECK 200: 439 SPACES TOTAL PARKING PROVIDED: 785 SPACES PARKING PROVIDED RATIO: 785 SPACES / 416 UNITS = 1.88 SP/UNIT PARKING REQUIRED RATIO: 1.8 SPACES / UNIT PER VARIANCE = 1.8(416) = 749 SPACES 2% OF REQUIRED PARKING = HC REQUIRED = 20 SPACES

HIGHLAND ENGINEERING, INC.
ONE ATLANTA CENTER
SUITE 2000
ATLANTA, GEORGIA 30333
PH: 770-225-2121 FAX: 770-225-2222
S. J. HIGDON, P.E., PROJECT MANAGER
CARTERSVILLE, GEORGIA 30130
PH: 770-637-1300 FAX: 770-607-1333

GABLES
RESIDENTIAL TRUST
2859 PACES FERRY ROAD
SUITE 145
ATLANTA, GEORGIA 30339

Project No.	Revision	Date
03-054	1. REVISE BUILDINGS, GRADING, & UTILITIES	7/29/04
	2. BID SET	8/5/04
	3. PERMIT SET	8/15/04

SITE PLAN

GABLES MERTOPOLITAN III

LAND LOT 350 - 18th DISTRICT
DEKALB COUNTY, GEORGIA

Drawing No.

C-20

03-054con.dwg